

OVER 10 5 2 1 UNDER										O SF 7 4 2 1					2 0 F 4 2 1 0					1 O SF 7 4 2 1 0					SF 7 4 2 1 O					PARACHUTE PREC.				
39076- 15 15 10 5 2 1					TENS UNITS MONTH					TENS UNITS DAY					HUND TENS UNITS					PILOT'S NAME HOURS FLYING EXPERIENCE														
YEARS FLYING EXPERIENCE		17 October 1944										2245																						
NAME AND RANK OF PILOT MARRIAGE, Wallis H. Lt. (jg)															LOCATION Santa Catalina Island																			
SERVICE AND GROUP AVN USNR															PURPOSE OF FLIGHT Nite navigational training																			
ORGANIZATION FAW-3															FLYING OR LANDING CONDITIONS 50 min.; 400 ft; 0-5 miles;																			
DATE OF PILOT RATING															FLYING EXPERIENCE (YEARS)																			
HRS. THIS MODEL LAST 3 MOS.															TOTAL HOURS 1544.4 1421.0																			
PREVIOUS ACCIDENT RECORD None															5.26 ANALYSIS																			
INJURIES Fatal (Carbonization due to burning) A															B-6 collided with mountain.																			
NAME AND RANK OF OTHER PERSONNEL															L-1 Poor navigation.																			
SMITH, Thomas R. Lt. (jg) USNR (Carbonization due to burning) Fatal A															L-1 Reduced visibility, adverse weather.																			
GORSKI, Edward T. Ens. USNR (Carbonization due to burning) Fatal A																																		
GIRARD, Preston L. ARM3c USNR (Carbonization due to burning) Fatal A																																		
KAISER, Gordon F. AMM2c USNR (Carbonization due to burning) Fatal A																																		
BARKER, James R. AP1c U.S.N. (3rd deg burns-fire after explosion) B																																		
CRAVENS, Robert N. ARMLc U.S.N. (1st deg burns and lacerations - thrown clear) C																																		
*JARKE, Ernest H., Jr. AMM3c USNR (2nd deg. burns) B																																		
AIRCRAFT CLASS VZN																																		
MODEL AND NUMBER ZNP #K-111																																		
DAMAGE A B C D E M															REMARKS																			
AIRPLANE X																																		
ENG. 1 X																																		
ENG. 2																																		
ENG. 3																																		
ENG. 4																																		
ENG. 5																																		
ENG. 6																																		
NATURE OF ACCIDENT B																																		
Inv. mis (weather) PERCENTAGE EACH CAUSE																																		
100% PE. (35% judg. 35% dis. of orders 30% carelessness)																																		
MCBEE KEYNOTE U.S. PAT. NO. 2,213,607																																		
U. S. NAVY BUREAU OF AERONAUTICS AIRCRAFT TROUBLE ANALYSIS FORM N. AER. 339-A																																		
TENS UNITS															NATURE																			
TENS UNITS															DETAILED CAUSE																			
TENS UNITS															MAJOR GROUP																			
TENS UNITS															DETAIL																			
TENS UNITS															AGC																			
TENS UNITS															DAM																			
TENS UNITS															WREC																			
TENS UNITS															MAJ. O. M.																			
TENS UNITS															MINOR REP.																			
TENS UNITS															A.S.																			
TENS UNITS															P.P.																			
TENS UNITS															O.P.																			
TENS UNITS															P.E.																			
TENS UNITS															EN. AC.																			
TENS UNITS															MISS.																			
TENS UNITS															MINOR																			

the height, in failing to insure that the airship was at a sufficient altitude to clear said mountain range. D. That the flight captain violated CAA low visibility minimum clearance regulations, which would have required a minimum altitude of 2668 feet, since available charts on board and in use showed peaks in that area of 1668 feet. E. That approaching a land mass under reduced visibility no lookouts were posted. F. That the airship was not flown on top of the fog, which was 2500 ft.